www.camcycle.org.uk
£1 – FREE to members

Newsletter 89 • April – May 2010

Cambridge CYCLING Campaign

Cambridge Cycling Campaign

Co-ordinator's comment
page 2

Progress at the station?
page 3

Farewell to Chief Executive for Environment Services
page 3

Central cycle lane on Hills Road bridge
page 4

Update on Gilbert Road improvements
page 6

Bikeability
page 7

APPCG visit to Cambridge
page 8

Lodes Way a step closer
page 9

Champion for women cycling
page 10

My way: Fowlmere to Cambridge
page 12

Bike ride to Reach Fair
page 14

Diary
page 15

Your streets this month
page 16

Women on wheels

The fun and stylish Ride for Joy was the culmination of a month celebrating and encouraging female cycling

If you like what you see in this newsletter, add your voice to those of our 1000 members by joining the Campaign.

Membership costs are low:

£7.50 individual
£3.50 unwaged
£12 household.

For this, you get six newsletters a year, discounts at a large number of bike shops, and you will be supporting our work.

Join now on-line at:
www.camcycle.org.uk/membership.

Please get in touch if you want to hear more.

Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club, but an organisation for lobbying and campaigning for the rights of cyclists, and for promoting cycling in and around Cambridge.

Don't forget our meetings, open to all, are on the first Tuesday of each month, 7.30 for 8.00pm at the Friends' Meeting House, Jesus Lane, Cambridge.

Elected Officers 2009-2010

Co-ordinator – Martin Lucas-Smith

Liaison Officer – Jim Chisholm

Membership Secretary – David Earl

Newsletter Editor – Monica Frisch

Treasurer – Clare Macrae

Events Officer – Simon Nuttall

Recruitment Officer – John Cooter

Press and Publicity Officer – Sally Guyer

Officers Without Portfolio – Chris Dorling, Robin Heydon, Vanessa Kelly, Phil Lee, Adam Pogonowski, Paul Robison and James Woodburn

Contacting the Campaign

Cambridge Cycling Campaign
PO Box 204
Cambridge CB4 3FN

Telephone: (01223) 690718
Fax: (07092) 376664

Internet: www.camcycle.org.uk
E-mail: contact@camcycle.org.uk

This newsletter is printed on recycled paper by Victoire Press, Bar Hill.

Co-ordinator's comment

The saga of Gilbert Road

The decade-long saga of the Gilbert Road cycle lanes will, we hope, be resolved in April when, at long last, County Council Cabinet members are due to make a final decision on this scheme (see page 6). We presented our petition, and heard an opposing petition, at a meeting in February, where residents tried to defend the privilege of parking on-street in an area where practically every house has one, if not two, off-street parking spaces.

Children cycling to school on Gilbert Road have to weave in and out of cars parked in the existing useless cycle lanes.

> It must surely be unacceptable in a city like Cambridge that some thirty parked cars should be seen as more important than the safety of potentially thousands of daily users of this route

It must surely be unacceptable in a city like Cambridge that some thirty parked cars should be seen as more important than the safety of potentially thousands of daily users of this route. Cycling levels could increase markedly, particularly amongst schoolchildren, if dodging parked cars ceased to be the challenge it currently is.

What was most noticeable about the residents' petition, and indeed the debate by councillors which followed, is that it did not actually discuss the issues. Only the introductory summary by the lead councillor for the issue really covered the issues at stake. Instead, it was a debate about how many people said what. Not once was there any serious attempt by those opposing this scheme to address the safety issues which are manifestly present all along this road.

Our stance, by comparison, is about the principle of improving safety for the majority. Gilbert Road is not an isolated island whose interests are solely the preserve of people who live there. It is also a heavily-used cycle route with many schools in the area. The rate of children cycling to school could be much higher if the challenge of having to weave in and out of cars parked in the existing useless cycle lanes were removed.

The fact that some people consider it acceptable to park in the current advisory cycle lanes, although it is admittedly legal to do so, shows a disappointing lack of public-spiritedness. Several people have also commented to me how the debate also highlights the view – which needs to be challenged – that the public space outside one's house is somehow an extension of one's personal property.

Ironically, the overall level of support for the scheme clearly outnumbered the local (and vocal) residents' opposition, but the decision was deferred to see if a 'third way' can be found. It will not be – for this issue has been debated for a good ten years. It simply needs councillors to bite the bullet and accept that there are wider interests involved than just those of the residents, and show that improving the cycling conditions here will not cause as many problems as some residents might assume. We hope that councillors will do so.

More parking equity issues

Residents of a few streets in Romsey have been leafleted by the council with proposals to introduce cycle parking in the area. Anyone who lives or uses the area will know how every possible bit of public space is taken up by car parking, and that there is zero cycle parking in these residential streets. This represents a real equity issue.

The proposals in one street are to replace one or two car parking spaces (out of around 100 spaces) in favour of cycle parking. We strongly support this. It will demonstrate the demand for cycle parking and show how residents will be able to manage. The turnover of property sales in the area means that the loss of car parking should be manageable. And at long last, cyclists will start to get space to park.

Martin Lucas-Smith, Co-ordinator

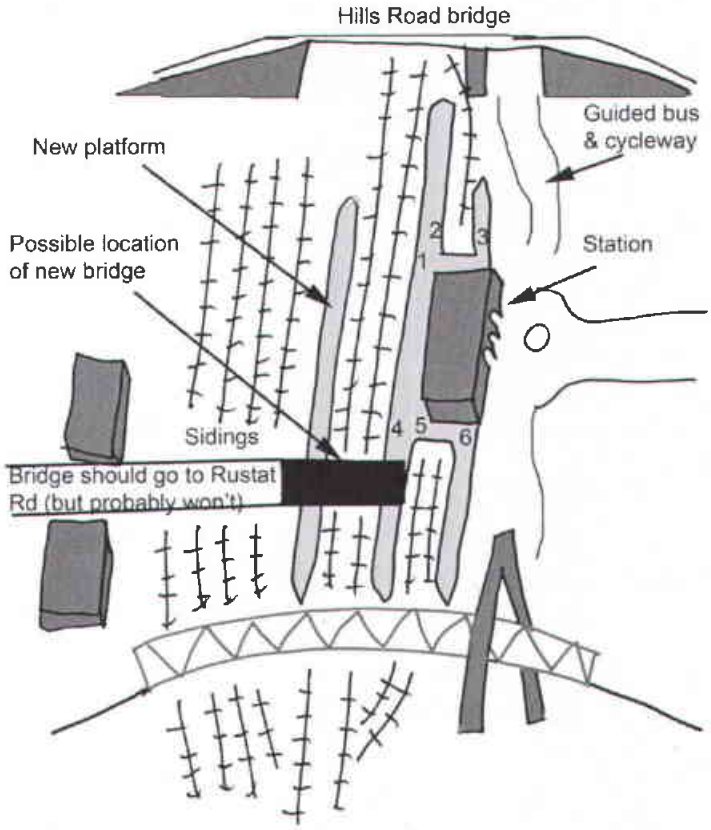
Progress at the station?

We've made good progress on some shorter-term issues at the station. Both the Campaign and the County Cycling Officers have had meetings with the recently appointed station manager at Cambridge, and there is obviously willingness on all sides to attempt to improve the lot of those who cycle. Clearly abandoned bikes have been tagged, and numbers have been removed. We've had reports that finding spaces is no longer almost impossible. The intention is that in future OWL Bikes of Sawston will undertake a more regular cull of such abandoned bikes. It is also expected that in the short term some extra stands will be installed, giving perhaps another 50 spaces. There may be the opportunity for more stands when the hoarding surrounding the current guided bus works is removed. We also reached an agreement with National Express to do a survey of cycle use and cycle parking – see the next Newsletter for results.

More information about the island platform has become public, but we've so far failed to get answers to our specific questions through official channels. The popular RAIL magazine has had an article on 'Transforming West Anglia' which includes some useful and interesting items:

- Network Rail is keen to dispose of land where the sidings have been lifted
- The carriage-washing facility will have to be moved
- Platform 5 (one of the northern bays) will be shortened to allow the construction of a new footbridge.
- Construction work will start in early 2011

The first two items should mean that constructing an access to Rustat Road will be both easier and more desirable. We shall continue to work to find information on this project, and hope that, in the end, sensible decisions will be made that improve the accessibility for sustainable transport in Cambridge.



Regarding the proposed developments that gained planning permission a while ago, we have serious concerns that these may not go ahead on a sensible timescale, or with sensible funding arrangements. This, of course, includes the large cycle park.

Jim Chisholm

Chief Executive for Environment Services

Brian Smith has held the senior officer post in the Environment and Transport field as long as I've been campaigning on such issues in Cambridge. He is retiring from this post at the end of March.

As campaigners 'for better, safer and more cycling in and around Cambridge' we've often complained that officers have dragged their feet over issues such as standards, re-allocation of road space, and speed reduction. Some members even think the County is out to get us, but in reality this is far from being the case.

Brian Smith has led a team of officers who have proposed pro-pedestrian, pro-cyclist and pro-bus solutions which can be difficult to sell to voters and sometimes even councillors living in the rural areas of Cambridgeshire. The road closure in Bridge Street was one such early scheme, which many saw as denying a fundamental right to drive in the city. We mounted a very strong campaign in support of these proposals, which resulted in a large number of postcards in support arriving on officers' desks. Brian Smith now admits publicly what we'd heard in private, that it was only the strong support from the Campaign that persuaded councillors to support the closure.

Who would now suggest all bollards should be removed so that motor traffic should have free access to such areas as Sidney Street and Trinity Street?

The changes on Hills Road bridge are the most recent example where senior officers have been brave in making pro-cycling and pro-pedestrian decisions. We hope that, in the future, this scheme will be seen nationally as an excellent example of the benefits of road space re-allocation. Officers do need to lead, rather than follow public opinion.

Brian Smith praised the Campaign at the recent meeting in Cambridge of the All Party Parliamentary Group on Cycling, saying that we were the County's sternest critics yet sometimes their strongest supporter. Given the significant moves nationally showing the benefits of sustainable transport, we hope the council will appoint as his successor someone who will be as brave on key issues such as reduced speed limits and reallocation of roadspace (principally removal of car parking on main routes used for cycling).

We wish Brian Smith a long and happy retirement.

Jim Chisholm

The proposed central cycle lane on Hills Road bridge

The Hills Road bridge proposals are moving ahead. They have been approved by the County Council cabinet and, we are told, work will start shortly. During the construction phase, which should be over by Christmas, we may at times have to endure a repeat of the narrow traffic lanes, though council officers are seeking to avoid this if possible. The central reserve is to be removed and, in consequence, road surface levels have to be equalised.

In general the proposals have been widely supported. The present trial layout, which goes some way towards the design now approved, has been a great success. Through skilled work a wide protected cycle lane has been created on the uphill slopes of each side of the bridge without impeding the flow of motor vehicles. On these slopes cyclists are no longer intimidated as they so often used to be.

The bridge proposals have been widely supported and the trial layout, which goes some way towards the design now approved, has been a great success

The next stage is to construct a major new access road, solely for approved buses and for bicycles, into the station opposite the north end of Brooklands Avenue and to make consequential modifications to the junction and to Hills Road bridge. I have described the design in some detail in *Newsletter 87* (www.camcycle.org.uk/newsletters/previous.html#newsletter87).

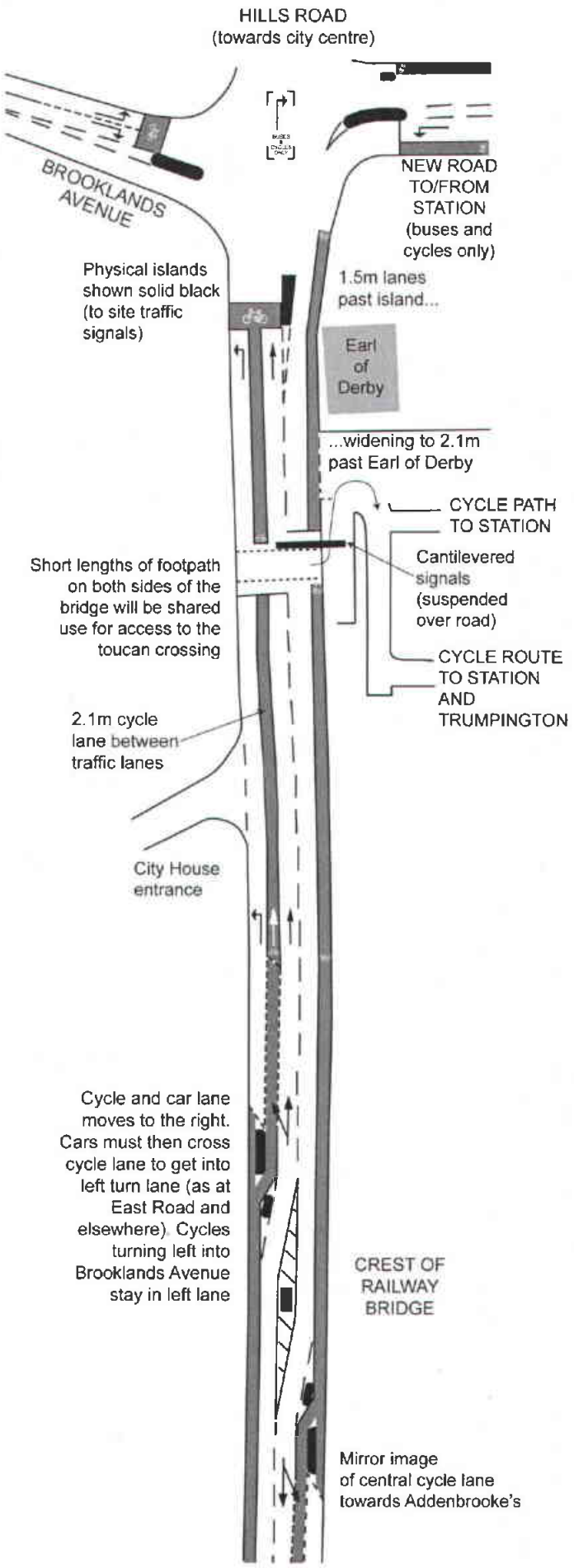
One element in the design – the central cycle lane on the down slope of the inbound carriageway – has been much criticised by, among others, city councillors who have in general backed most pro-cycling initiatives. They believe it to be intimidating and dangerous for cyclists. However the Campaign supports the proposed central cycle lane and the purpose of the present article is to explain why.

New layout by Earl of Derby public house

First, here is some more detail on the road layout to be installed outside the Earl of Derby public house at the junction with Brooklands Avenue. The road width here is fixed and cannot, County Council officers assure us, be increased by even a few centimetres at either side. The problem is to fit what is needed into the very limited available width.

For very many years cyclists have felt pressurised by buses and other heavy vehicles at the pinch point outside the Earl of Derby when heading out of town. Early designs for the new road layout would have narrowed the carriageway still more at this point, bringing it into the range of dangerous widths as defined by Cycling England and the Department for Transport. In the consultation process we and others strongly criticised the proposed narrowing, stating that this single element of the design would negate all the very good provision for cyclists elsewhere in the proposals. Much to our relief the design was changed to provide adequate width so that even novice cyclists should not feel intimidated.

But there were consequences for the other side of the road where less width was now available for inbound traffic including cyclists. At present there is a separate cycle lane protected by an


HILLS ROAD
(towards city centre)
BROOKLANDS AVENUE
NEW ROAD TO/FROM STATION (buses and cycles only)
Physical islands shown solid black (to site traffic signals)
1.5m lanes past island...
Earl of Derby
...widening to 2.1m past Earl of Derby
CYCLE PATH TO STATION
Cantilevered signals (suspended over road)
Short lengths of footpath on both sides of the bridge will be shared use for access to the toucan crossing
CYCLE ROUTE TO STATION AND TRUMPINGTON
2.1m cycle lane between traffic lanes
City House entrance
Cycle and car lane moves to the right. Cars must then cross cycle lane to get into left turn lane (as at East Road and elsewhere). Cycles turning left into Brooklands Avenue stay in left lane
CREST OF RAILWAY BRIDGE
Mirror image of central cycle lane towards Addenbrooke's

The pinch point outside the Earl of Derby when heading out of town. In the earlier proposals, the carriageway would have been further narrowed here. Converting the cycle lane on the other side of the road to a central cycle lane heading into town will now allow the carriageway to be widened here.

island with its own traffic signals, and this is used by the majority of cyclists, though a sizeable minority of more confident cyclists instead use the ordinary traffic lanes because there they benefit from more favourable traffic signal phasing.

The new proposals remove the existing cycle lane and its protective island and replace it with a central cycle lane between the two traffic lanes. This is what concerns many cyclists including some city councillors. However, we believe that if the installation work is carried out to a high standard both confident and novice cyclists will benefit from the change, though it may take time to get used to it. The central lane is only for those going straight ahead or turning right into the new station access road. Those turning left into Brooklands Avenue will join the left-filter traffic lane.

What benefits will the central cycle lane bring?

- It will be better aligned than the present lane for those going straight ahead and it will help those turning right into the station. Advanced stop lines will allow cyclists to position themselves in front of stationary traffic.
- It will be wide – 2.1 metres wide – which is wider than other on-road cycle lanes in Cambridge. Even if traffic comes very close to the edge of the lane, cyclists will not feel under the kind of pressure that applies when lanes are narrow. Cyclists will be able easily to overtake each other within the lane.
- It will mean that cyclists are no longer disadvantaged by the traffic signal phasing. The signals will be the same for cyclists and motorists.
- The lane will be an unbroken continuation of the lane on the up-slope of the bridge. At the crest of the bridge a build-out will move both the cycle lane and the motor traffic lane to the right (see illustration). The left-turn traffic lane will start beyond the build-out, but left-turning cyclists will have a by-pass lane on the inside of the build-out. Cyclists going straight ahead will continue down the bridge. They will not have to cross any traffic lane. It is the motorists who are to turn left who will have to turn across the cycle lane and they will have plenty of space to decide when to make this manoeuvre. This arrangement is one that has worked well elsewhere in Cambridge (for example at the left turn into Brooklands Avenue from Trumpington Road outbound) and it should work better here because the cycle lane is to be considerably wider.
- The lane will be constructed of red tarmac in contrast to most existing red cycle lanes which have only a thin surface layer of rough red screed which can be uncomfortable to cycle on and which usually wears out rapidly.
- The behaviour of cyclists at the approach to the junction will be more consistent and more predictable than it is at present. At present a sizeable minority of cyclists going straight ahead choose, as they are legally entitled to do, not to use the cycle lane but instead to cross over the left-filter traffic lane and to mingle with other traffic in the straight-ahead lane. This infuriates some motorists who can react aggressively, as I have myself experienced.

The junction (with Brooklands Avenue) when heading towards town. The central cycle lane will replace the left-turn traffic lane. The present cycle lane and boundary island will be replaced by the new left-turn traffic lane.

When the installation is complete and people have got used to it, we will see how both motorists and cyclists like it, whether it is safe and whether less confident or novice cyclists will be able to use it without feeling intimidated. My main worry is about traffic speed, especially at night. Speed reduction measures of some sort could eventually be needed.

James Woodburn

Update on Gilbert Road improvements

Gilbert Road lies in the catchment area of three schools, but cycling on the road is currently unpleasant and intimidating.

On 23rd February Cambridgeshire County Council Cabinet considered the proposed improvements to Gilbert Road put forward by the Council's Cycle Cambridge team. We submitted a well-supported petition in favour of the proposals and were allowed three minutes to speak. Many Gilbert Road residents were opposed to the proposals and they submitted an opposing petition and were also allowed their three minutes.

Of the 566 responses to the County Council's consultation on Gilbert Road, 73% supported improved cycle lanes and prohibition of car parking in these lanes

After discussing the issue, members of Cabinet decided to defer their decision in order to allow further consideration at a private meeting of the Growth and Environment Policy Development Group on 17th March. The matter will then come back to Cabinet on 27th April. They will have to make a decision then between three possible outcomes: to leave Gilbert Road as it is now, to accept the proposed developments in full, or to accept modified proposals.

We shall continue to press for full acceptance. The County Council received 566 responses – an exceptionally high number – to their consultation. Of these, 73% supported improved cycle lanes and prohibition of car parking in these lanes. Nearly twice as many respondents preferred 1.7 m lanes with double yellow lines to rather narrower mandatory lanes. 55% supported the proposal to reduce speeds by means of raised tables and speed cushions. So the full proposals that Cycle Cambridge proposed and we supported were backed by very clear majorities of respondents. The two county councillors representing the area both supported the proposals.

The difficulty for Cabinet members was the opposition by many Gilbert Road residents, a number of whom attended the Cabinet meeting. In their responses only 36% supported improved cycle lanes, though 53% did support the proposed speed reduction measures. Our view is that policy for a road like Gilbert Road should not focus primarily on the views of residents. Here very large numbers of people – pedestrians, cyclists and motorists – who do not live there use the road as a route to and from the city centre and as a route to and from very many other places including the station and Addenbrooke's Hospital. Gilbert Road is both a place of residence and a road link. It will become even more important as a link when the huge NIAB developments are constructed.

In his speech at the meeting, the residents' representative cited daily figures of some 6,000 cars and 850 cycles using the road and suggested that this indicated that priority should be given to cars. I would interpret these figures quite differently. Given the fact that Gilbert Road lies in the catchment area of three schools – Chesterton Community College, Milton Road Primary School and Mayfield Primary School, attended by a total of more than 1,800 children and young people – the figure for the number of cycle journeys (including those to and from school) and those of all other cyclists using the road seems surprisingly low for Cambridge. It suggests to me that something is wrong. Illegal pavement cycling along Gilbert Road is frequent and this points to what is rather obviously wrong – cycling on the road is unpleasant and intimidating, even at times dangerous. On-road cyclists have to pull out around parked cars into relatively fast traffic. The road design favours cars at

Most respondents to the consultation supported a prohibition of car parking in the cycle lanes on Gilbert Road.

the expense of cyclists. This is what Cycle Cambridge's proposals are designed to correct. They seek to treat cyclists more fairly and in this way to encourage less confident cyclists to cycle more often and on the road. Balancing provision for motorists and cyclists reduces traffic congestion by stimulating cycling and reduces the incentive to use a car for short journeys.

Although in their responses to the County Council questionnaire a majority of residents had supported Cycle Cambridge's proposed speed reduction measures, their spokesman at the Cabinet meeting proposed instead a 20 mph speed limit without other speed reduction measures. We too strongly support 20 mph limits provided that they are area-wide, actively promoted, sustained and monitored throughout the area, and effectively and visibly policed . Since these criteria are not sufficiently satisfied in this instance, the speed reduction measures proposed by Cycle Cambridge are, we believe, both desirable and necessary, though we think that they could, now or later, be coupled with a 20 mph limit.

If motor vehicle speeds are reduced and the more popular of the two cycle lane options – 1.7 m wide high-quality smooth red tarmac lanes with double yellow lines to ban parking – is implemented, this will so encourage cycling that we are likely to see a large increase particularly in the number of schoolchildren who cycle to school. In this whole affair the needs of children are what matter most of all.

If more children cycle to school, the side road congestion at these times will be reduced

Residents are understandably worried about loss of their on-road car parking. But almost all have off-road car parking on their own premises and our counts show that if the verge parking by commuters near the exit onto Milton Road is discounted, there are usually only around twenty cars parked along Gilbert Road and it is these that are causing such difficulties for those who cycle. We have checked the availability of parking along the side roads and established that it should normally be easy to find a space nearby. If more children cycle to school, the side road congestion at times when parents deliver their children to school will be reduced. Car parking will almost certainly continue to be easier in this area than in other areas a similar distance from Cambridge city centre.

We would like to reassure residents on another important matter. There is a great deal of illegal pavement cycling along the pavements on both sides of Gilbert Road. We do not criticise this where the cyclists are very young children but we deplore it when others break the law. It is intimidating for elderly pedestrians and especially for all who are blind, partially sighted or otherwise incapacitated. If on-road conditions for cyclists are improved, we confidently predict that the illegal pavement cycling menace will cease to be the problem that it is today.

James Woodburn

Bikeability – the story so far

It has been a rewarding first year in post for myself and John Stanley as we encourage more and more people to cycle in Cambridge.

As part of the Cycle Cambridge project, we have trained over 120 cyclists ranging from foreign students and complete beginners through to group events with CamSAR – a local search and rescue team. John, Nikki, Chris, Simon and Maya have worked really hard, and with the training costs being heavily subsidised, the average trainee now spends 4 hours with us.

Outspoken also did a fantastic job training 380 pupils to Bikeability Level 2 between September and December 2009, and have introduced cycle training to schools which had never had training before. Our target was to train 564 pupils, but we're doing better than expected and will be training a further 120 pupils in the run up to summer. Each pupil receives 6.5 hours of training and they cover both Bikeability Levels 1 and 2, so they also gain crucial on-road experience.

Whilst they've been out training, I've been working on reducing paperwork and promoting our cycling services to businesses. This has already made a difference. By introducing a new database and online registration system, we've managed to reduce processing time by 95 per cent.

We've also bought a series of loan bikes, which are stored around the city at key locations, such as the train station and the Grand Arcade, so even people without a bike can do some training.

And I am still making time to get out on the road as well, wearing our distinctive blue jackets and training the odd person too!

Encouraging more cycling in Cambridge: (from left to right) Rich Johnson (the stunt rider used to launch Bikeability at Kings Hedges Primary School), Simon Haydn, Lisa Dawson (from Outspoken) and John Stanley.

My first year has flown by – I expect the next year to be just as exciting.

Simon Haydn – Bikeability Project Officer

www.cambridgeshire.gov.uk/bikeability
bikeability@cambridgeshire.gov.uk

Visit to Cambridge in February of APPCG

We're all used to acronyms, but I suspect few know that APPCG stands for All Party Parliamentary Cycling Group.

As the name implies, the Cycling Group, like the many other All Party Parliamentary Groups, draws its members from all the main political parties.

Unfortunately the very cold weather was one of a number of reasons for a very limited turnout. Just one sitting MP and two Lords, but the 'hangers-on' (my apologies to them for that term) were a pretty influential bunch. Prospective parliamentary candidates, employees of Cycling England, as well their consultants, CTC representatives, and others, not to mention Council employees, and three Cambridge Cycling Campaign committee members, were sufficient to make up a sizeable party.

Setting off from the station, with its mass of overcrowded bike parking, we proceeded via the cycle bridge and Hills Road bridge, to the National Cycle Network Route 11 over Coe Fen to the City Centre and the library. There we met with other officers and councillors for a short series of presentations, and lunch in the new conference room. Brian Smith, the retiring Executive Director of Environment and Transport for the County Council, included in his presentation a glowing commendation of the Campaign, saying that we were their sternest critics, yet their strongest supporters. Our co-ordinator, Martin, gave an excellent presentation, and the Campaign handed out copies of our recent publications.

I don't think I'm exaggerating when I say that the professionalism of both impressed those present.

In the afternoon, still with a biting Siberian wind, we cycled through the city centre and out to Kings Hedges school where some new covered and secure cycle parking was formally opened, before looking at the Cambridge guided bus route or, more specifically, the associated cycle routes. The return route to the station included Milton Road, the new Riverside bridge, Fair Street crossing, and Parker's Piece.

Throughout the day Carlton Reid, a prominent cycle writer, videographer and cycling promoter, took videos of the proceedings, and an edited version was shown in the Palace of Westminster on March 3rd.

Jim Chisholm

April Question Time

On Tuesday 6th April, our usual monthly meeting (7.30 for 8 at the Friends Meeting House) will become a parliamentary question time. The four main parliamentary candidates for the Cambridge constituency have agreed to sit on a panel to answer audience questions on cycling and transport issues.

The four are: Nick Hillman for the Conservatives, Julian Huppert for the Liberal Democrats, Tony Juniper for the Green Party, Daniel Zeichner for Labour. All have made positive statements about cycling in the past.

After a short introduction from each of them, we'll address the audience questions. To give some structure we'll invite written questions beforehand and choose from among them, running the meeting in the style of Question Time or Any Questions. If there are questions you would like to ask, you can contact us now, or submit them at the start of the meeting.

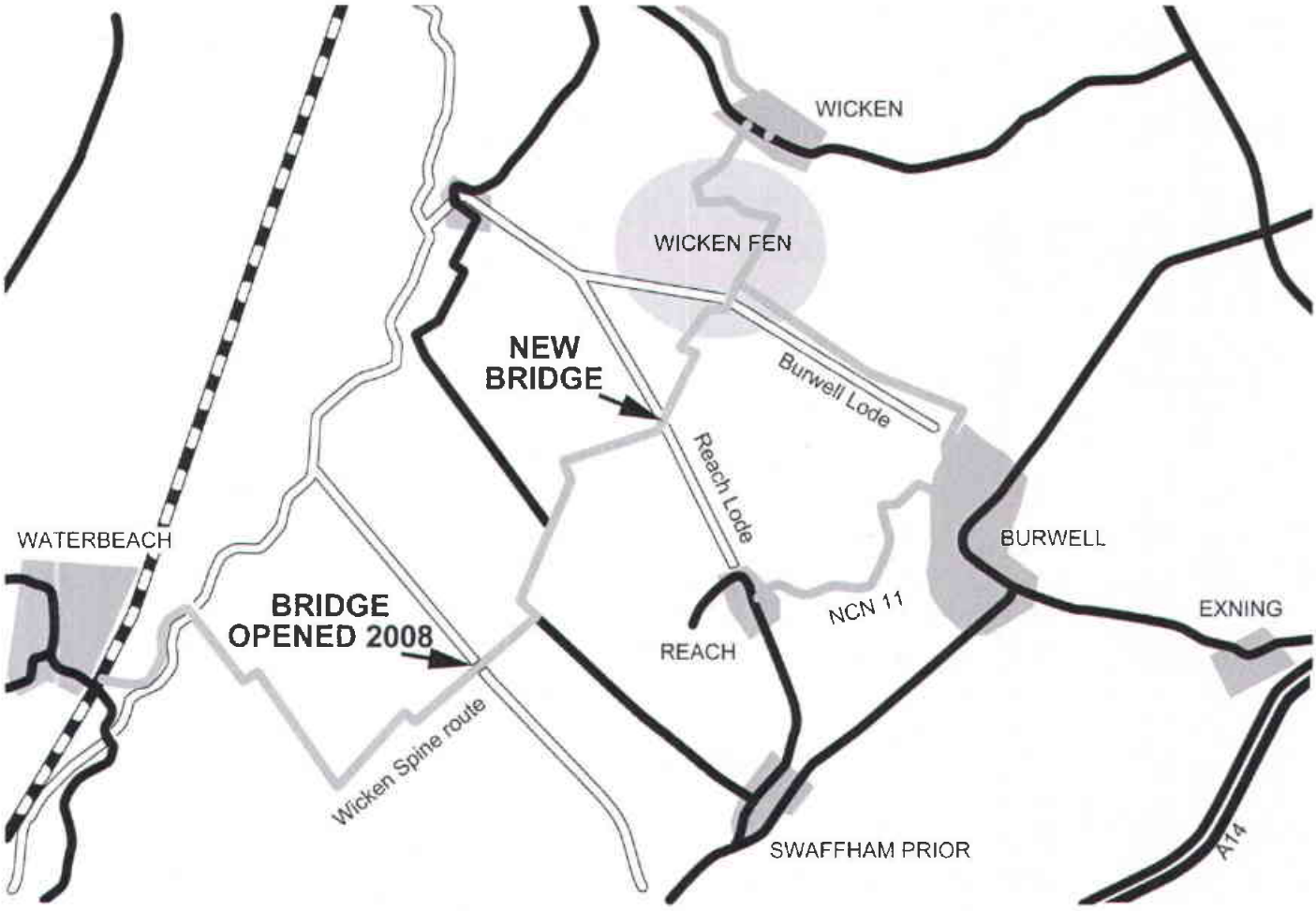
We hope this will be an interesting and productive evening and that it will be a popular event. Do come along if you can.

Light at the end of the tunnel?

This picture (courtesy of the County Council) shows a view through the recently broken-through new route under Hills Road Bridge, which will provide access for cyclists, pedestrians and the Guided Bus.

Now that work on the gas pipeline through Trumpington cutting is finished, work is starting in earnest in that area towards completion of the route and cycleway from the station to the Trumpington Park&Ride.

Reach Bridge brings Lodes Way a step closer



Construction has begun on a new crossing over Reach Lode, a missing link in the route being developed by the National Trust between Wicken Fen, Anglesey Abbey and Bottisham, with funding from Sustrans, Natural England and the government's Department for Communities and Local Government.

The contract for the design and construction of the bridge has been awarded to BAM Nuttall, known for their work on the guided busway. The bridge will have gently sloping ramps to blend into the fen landscape and provide easy access for walkers, cyclists and horse-riders; two wildlife ponds will be created after the excavation of clay to build these ramps.

The bridge is a key part of the 14.5 km [nine miles] route at the heart of the Wicken Fen Vision, the project to create a 53 km² ('landscape-scale') nature reserve and a green lung for Cambridgeshire and the East of England region. This route is to be called the 'Lodes Way', after the historic waterways it crosses. It should be completed within three years when another bridge is built over Burwell Lode, completing National Cycle Network route 11 between Cambridge and Ely and linking to Route 51 to Newmarket. It will also provide links to local villages such as Upware, Wicken, Burwell, the Swaffhams, Lode, Quy and Bottisham, and will be open to walkers, cyclists and horse-riders.

Tim Burford (from a National Trust press release)

UNIVERSITY CYCLES
A CAMBRIDGE INSTITUTION
NEW AND SECONDHAND CYCLES
EXPERT SERVICE AND ADVICE
FULL RANGE OF SPARES AND ACCESSORIES
DISCOUNTS AVAILABLE FOR CAMPAIGN MEMBERS
PLEASE ASK IN STORE FOR DETAILS
9 VICTORIA AVENUE, CAMBRIDGE 01223 355517

Champion for women cycling

There was a good turnout at the monthly meeting on 2nd March, with, as hoped, more women than usual to hear Amy Fleuriot of Cyclodelic, producer of stylish clothes and accessories for female cyclists. She stated that she had only begun cycling in 2006. She described how, as a student at the London College of Fashion, she had found public transport so frustrating that she'd taken to walking the four miles to college, before getting her father to dig out an old family bike and teach her how to fix a puncture. There'd been no cycling role models and her peer group had thought cycling was dirty, dangerous and mad. They would all take the tube, even for what turned out to be a three-minute walk!

It didn't take long for Amy to get fed up with waiting for public transport-users, even though night-time cycling required large amounts of ugly high-viz gear – as she demonstrated with a hilarious picture of herself, unrecognisable as she was enveloped in the stuff. One of the themes of her talk was the importance of girls' peer groups, and indeed it wasn't long before her flatmates and friends were getting bikes and gaining their independence. Sadly, a recent survey indicates that only 2% of women cycle every day, and 79% of women in the UK never cycle at all, although in Cambridge we have a 55/45 split between male and female cyclists. The survey also revealed reasons putting women off cycling such as helmet hair, sweatiness and not wanting to be seen coming out of the showers at work. These perceptions are strongest in the 18-34 age group, but older women share them too.

About four years ago Stella McCartney began producing sportswear, but only for jogging, tennis etc., not for cycling; the late great Alexander McQueen did a similar range for Puma, and even Karl Lagerfeld produced stylish motorcycle helmets! While Amy has nothing against lycra for long weekend rides, she feels that people are still scarred by the 1980s lycra-clad image of cyclists – however she is inspired by photos in magazines such as *The Lady Cyclist* (published for about ten years in the late 19th century), with adverts for Jaeger bloomers and the like.

Sadly, a recent survey indicates that only 2% of women cycle every day, and 79% of women in the UK never cycle at all, although in Cambridge we have a 55/45 split between male and female cyclists

Similarly, at the end of the 20th century cycle shops became unfriendly to women, focusing on male sports riders, unlike the end of the 19th century when bike shops even organised group lessons for women in Regents Park. She was also inspired by Evelyn Hamilton, who cycled 100 miles a day for 100 successive days in the 1930s! Nowadays the Sartorialist blog (http://thesartorialist.blogspot.com), perhaps the fifth most popular fashion blog worldwide, shows photos of normal people on the street, often with bikes. The Guardian newspaper calls another website: Copenhagen Cycling Chic (www.copenhagencycle.chic.com) 'the Sartorialist on two wheels'.

Having begun to produce Cyclodelic accessories for female cyclists, Amy worked on the 2009 Cycle Show, and played us three video

Amy Fleuriot of Cyclodelic, producer of stylish clothes and accessories for female cyclists.

interviews she'd made with women as part of her research – they all agreed on the need for smaller, friendlier bike shops, ideally with a café. The Cycle Show traditionally featured a very laddish fashion show, with models in lycra and high heels! Amy was asked to make it more female-friendly and ended up giving it a thorough overhaul, with a different focus each day, including sporting heroines on the Saturday, such as Victoria Pendleton and BMX champion Shanaze Reade.

Amy has also worked on Fashion2Ride (with Sustrans, who were quick to catch on to the need to get girls cycling), working with schoolgirls to design and make their ideal cycling gear and also do cycle training (with the very popular Rollerpalooza, two people competing side by side on bikes on rollers); Prêt à Rouler (with Wayne Hemingway, perhaps Britain's leading cycling fashion designer – the prize was somehow won by a boy!); the Brighton Safer Roads project, which required a lot of unstylish highviz material as Brighton is apparently poorly lit; and Wheels and Heels, with Hackney borough, which became an official London Fashion Week event. Columbia Street was closed and became a catwalk for models on bikes, with around 1,000 spectators. Cambridge's own (temporarily) Lily Cole is of course a model cyclist, or at least a cycling model – when her bike was stolen recently, she was apparently most upset by the fact that her cute wicker basket had been torn off and thrown to the ground. Amy led a project in Colchester with a score of 13- and 14-year-old girls modelling on bikes, and again baskets were a major feature!

Cyclodelic's big breakthrough came when they got into TopShop, having thought that one successful window display would lead to TopShop doing cycle fashion themselves but badly. Her 'Bicycle bling for geared up girls' had a major media impact, even including an appearance on Alan Titchmarsh's show!

Of course, the bicycles themselves are just as important as the clothing, potentially becoming status symbols for young people who can't aspire to a sports car – she herself has fallen in love with fixed-gear bikes, and loves her customised golden Raleigh Caprice (although she does have a more normal everyday bike with mudguards).

Ride for joy: To encourage more girls and women to take up cycling, a large group of female cyclists of all ages (and a few men too!) dressed up (or down) in their most stylish clothes for a fashion cycle ride around Cambridge on Saturday 20th March.

Photos by Janette Thomas, Paul Robison and Simon Nuttall.

During questions, Jim Chisholm mentioned the girl in last month's film about the Darlington project who said she could cycle in heels more easily than she could walk in them; Power Straps (available locally from D-Tek) and cable ties were mentioned as good ways to attach awkward shoes to pedals. When older female members of the audience asked if she was going to design for them, Amy responded enthusiastically by inviting them to tell her what they wanted.

Simon Nuttall asked if she had plans to open Cyclodelic bikeshops and indeed this is likely, starting with a couple of pop-up outlets this year; Amy recommended a friendly female-run shop/café on Hackney's Broadway Market (Lock-7, 129 Pritchards Rd; www.lock-7.com).

All in all, this was an impressive talk by someone who's as interested in getting girls cycling as she is in building a business. Her viewpoint is one that's not heard often enough in cycling circles, but she may have the key to getting the missing half of the populace onto two wheels.

Tim Burford and Sally Guyer

WANTED: TREASURER

Cambridge Cycling Campaign urgently requires a new treasurer as Clare Macrae is having to step down due to increased responsibilities at work.

For more information on the tasks and time commitments please email contact@camcycle.org.uk

HOWES CYCLES

WHY SHOP WITH US ?

BECAUSE WE ARE IN TOWN

BECAUSE WE HAVE A GREAT RANGE OF PRODUCTS

BECAUSE WE HAVE THE BEST WORKSHOP AROUND OFFERING HIGH QUALITY REPAIRS AND SERVICING

BECAUSE ON TOP OF ALL THIS

ON PRODUCTION OF YOUR CURRENT MEMBERSHIP CARD

WE WILL GIVE YOU A 10% DISCOUNT

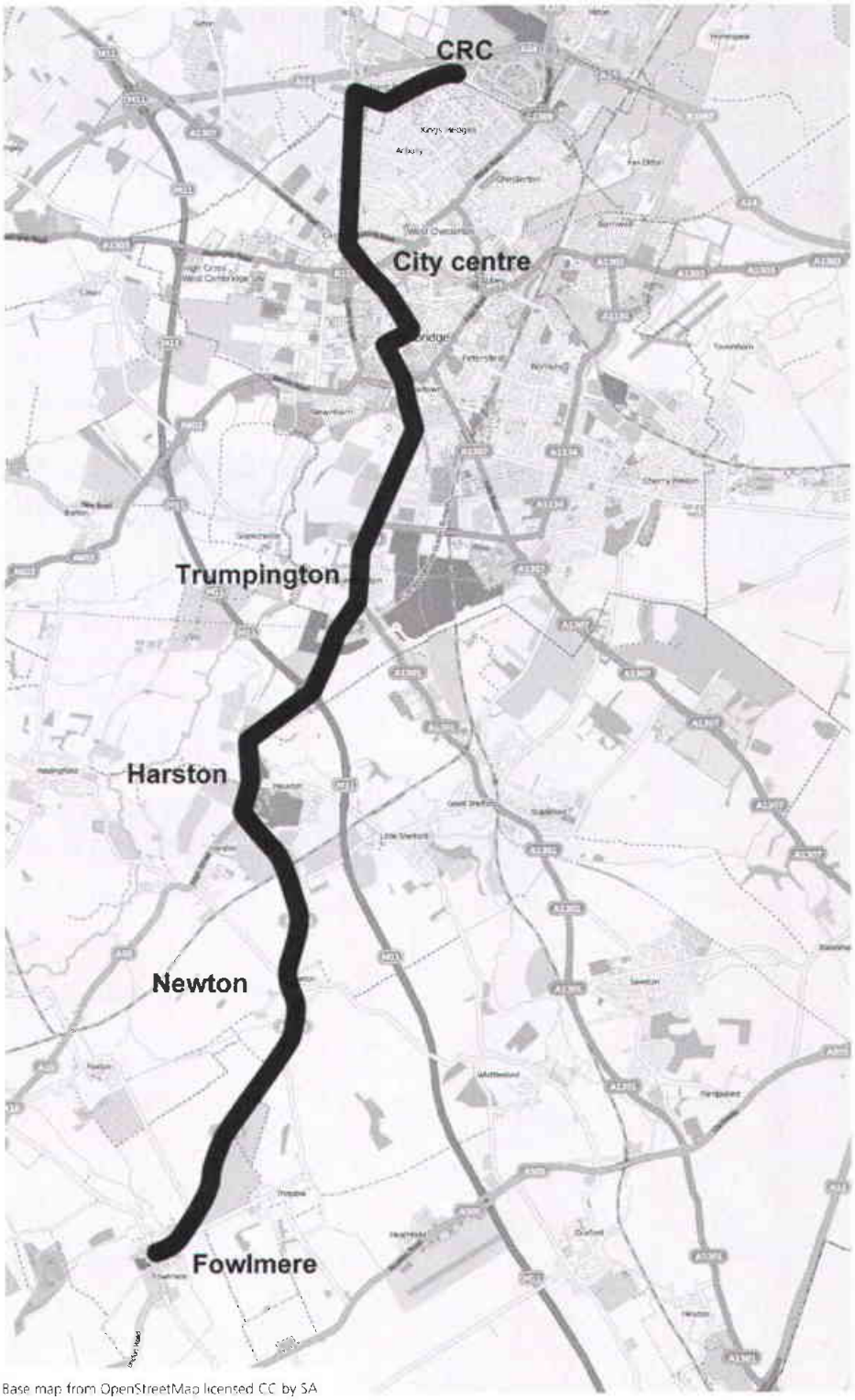
104 REGENT STREET
CAMBRIDGE
CB2 1DP

TEL. 01223 350350

My way: Fowlmere to Cambridge

Today, we're going to start in the quaint village of Fowlmere; rather nice ol' place with a couple of churches and a B-road running through it; my commute to college heads roughly north east from here for a good number of miles into the heart of Cambridge city and out the other side.

I remember cycling to primary school up this hill in (at least) 10th gear, if not higher

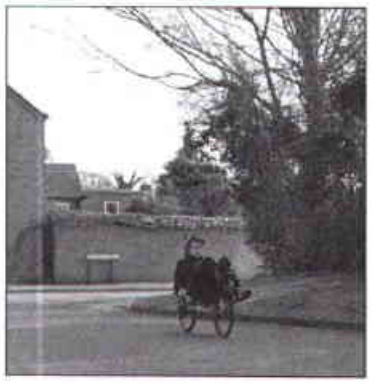


Base map from OpenStreetMap licensed CC by SA

Taking the only route out of my estate (no-one thought to provide for cyclists in 1970s rural Cambs) along twisty residential roads without centre lines – the bends do enough to calm the traffic – then it's right onto the B1368 and I encounter my first hill of the morning; there are only a couple en route. I remember cycling to primary school up this hill – Year 6, I think it was – in (at least) 10th gear, if not higher. Passing the village war memorial, the road swings round to the right and forms the High Street. Not sure about your High Street, but Fowlmere's is only about six to seven metres wide; it doesn't help when a couple of families (not going to mention their names) park in the road rather than their driveways: this means we get a lane and a quarter to deal with B-road levels of traffic in the morning peak. However, even if traffic's flowing in the opposite direction, the quarter of a lane is enough to cycle down; probably not the safest thing to do – a high risk of dooring. We're soon out of the village; the speed limit rises to 60 mph with the road getting no wider. The houses peter out, leaving a horizon of field and hedge. This visual combination lasts for a couple of miles; until Newton the only indications of distance are my cycle computer and the interspersed Trinity College milestones.

After some tight bends (where other vehicles insist on passing within inches; 'you'll only get stuck in Trumpington', I yell), I ride through the village of Newton; passing farmyards on the left, a pub on the right, and then an incline begins that seems to creep under the tarmac when you're not paying attention. This incline – more correctly a hill – isn't that steep and usually takes three or four minutes to conquer. The County has put in provision for lesser vehicles; it's much more geared towards equestrians than cyclists, and is not an alternative to the road. You can then take comfort as the hill glides you towards the railway; unfortunately, a bridge forms the crossing – and a hump-backed bridge at that. After you've tackled this brow too, the B-road bends into the outskirts of Harston; the road surface on the nearside is quite rough and cracked here. Aside from bad surfacing, Harston gives us the first traffic signals along the way; I never go to the front of the queue as there's no point turning 90° onto an old trunk road with motorists swearing at you from behind, as Harston's pathetic traffic calming measures make it impracticable for them to overtake. Doesn't mean they don't try.

For about a mile, 'edge of carriageway' markings provide make-shift cycle lanes; the alternative at this point – a shared-use path – is about 60 cm wide, in desperate



From left to right: Kevin setting off on his bike, Trumpington Park & Ride where the cycle parking is full to bursting, the advisory cycle lane on Trumpington High Street (always kept clear by motorists) and the busway on Kings Hedges Road.

need of weed removal and not up to the task of handling high-speed cycle commuters. The road widens to two full-width lanes for about 300 m as you approach the M11 roundabout; true Cambridge traffic should use the offside lane, as the nearside either goes onto the motorway or directs you into the Park & Ride. Following the roundabout (and sometimes across the roundabout), a queue of congestion snakes up Hauxton Road; this is no problem on a bike however, as you can speed past frustrated individuals with ease and also toss a brief wave to that guy who overtook you outside Newton.

A queue of congestion snakes up Hauxton Road: on a bike you can speed past it with ease

Turning left into the Park & Ride, one can take a back-alley route bypassing some of the queue: a service road for buses and non-motor vehicles parallel to the main road. It's not a huge advantage from a route-planning perspective: you've got to go out of your way then rejoin the same road a couple hundred metres later, but it does make for a pleasant section of almost traffic-free running; plus, if you feel the need for a bite to eat, it empties out into Waitrose. Rejoining the old route, as happens every morning, I head up Trumpington High Street: a land of advisory cycle lanes. I don't actually think I've had a single day where there's been a car in one though; there's the occasional bus setting down passengers, but the motorists are extremely good at keeping a thoroughfare open. After the (ex-) Coach & Horses, begins the Trumpington cycleway: pretty much a mile of traffic-free no-nonsense speed, although there's no priority at side roads, but luckily there aren't that many on the western side.

It all comes to an end at the junction with Chaucer Road and Brooklands Avenue, where I actually have to make a decision about routing for the first time since I left the house (and that was a pretty simple decision: college or go back to bed). For the sake of this exercise, let's say I follow the old route to Histon: up Trumpington Road, through town, Castle Street, Histon Road. The first problem we encounter: a distinct risk of dooring opposite the Botanic Garden; I usually cycle on the outside of the cycle lane here (much to the annoyance of some). Whizz past the Leys on the left and over that double mini-roundabout thingy, onto Trumpington Street and past the Fitzwilliam and numerous University buildings. Now when you get to the junction with Pembroke St, it's best to turn; you don't want to deal with the cobbles of Market Street now, do you? All the way along Pembroke and Downing Streets; left at the lights and onto St. Andrew's Street. Make yourself a fun morning task of dodging bus and (over-ranking) taxi; sluice through the gate by Lloyds Bank and you're onto Sidney Street. Tarmac turns to concrete turns to brick: who thought bricks would be a good idea for surfacing a cycle artery?

After crossing the Cam for the second time – we crossed part of it on the A10 a few miles ago – we are faced with a miserable haul up Castle Street; many a taxi-driver has sworn at me for cycling 'almost in the middle'. Too true: it's a narrow street; it's also a hill and I need to overtake slower folk. At the top of the final (major) incline of the commute, two sets of traffic lights exist. These are timed so badly, you can actually have a proper conversation with said taxi driver lasting at least a minute and a half. That's enough time to whip out a pocket-sized Highway Code and find the bookmarked rule in question. Anyhow: he speeds off and you follow down Histon Road. This is a pretty standard affair of a long straight road with a couple of signals; cycle lanes exist north of Gilbert Road, but they're too narrow for anyone.

There's a distinct risk of 'dooring' opposite the Botanic Gardens on Trumpington Road.

Turning right onto Kings Hedges Road some 2 km later, I'm on the final leg. The guided busway has a very nicely surfaced cycleway running all the way to college here, so you don't have to worry about squeezing through traffic. If you match the signal phase (they're all phased together down the busway), you can pretty much do 20 mph for the next mile or so. Briefly braking to cross the guided busway at the northeastern corner of Orchard Park and then I'm onto a very bumpy Mere Way: a short stretch of unsurfaced twiggy byway, but I'm almost there so it's not a big deal. Right onto King's Hedges Drive by the A14 bridge; dismount for the barrier into car park 4, and it's a short stroll to the sheds. No real problem – normally about 14 miles in 45-50 minutes.

Kevin Steinhardt

Bike ride to Reach Fair

The ride this year takes place on Bank Holiday Monday 3rd May 2010, assembling by the Fort St George on Midsummer Common between 9.00 and 10.30 a.m.. Copies of the ride leaflet are enclosed with some distributions of this newsletter. Please pass them on to friends or put them up as posters in your work places and bike parking. The front page of the Campaign's website at www.camcycle.org.uk will have links to full details about the event.

Last year's ride was the biggest event we've ever organised, with 370 riders. Whether we beat that this year depends on the weather and how effective we are with our promotional work.

The ethos for the ride fits in nicely with this year's National Bike Week strap line: 'Everyday cycling for everybody'

We were offered the possibility of closing the road between Bottisham and Swaffham Bulbeck. This is a section where the route is on-road. For some of it there is a narrow shared-use path, but that would be inadequate for the numbers of riders we're expecting. We have decided not to accept the offer for several reasons. This sort of traffic management requires a contractor, and because of the way these things work nowadays they'd have to drive their truck all the way from Ipswich. Further, closure of the road would mean extra miles for the displaced motor vehicles – so our bike ride would have led to more vehicle miles, which kind of defeats the object. More importantly though, I think we felt that if you were cycling this route on any other day there would not be these sorts of measures in place. For many people this ride will be the first time they've ridden these sorts of distances on the road and so it might as well be a real experience.

It wasn't the obvious or easy decision but if we'd accepted the offer it could have given the impression that it's only safe to cycle on the roads if there are small armies of marshals stationed at every corner.

This has led to the establishment of an ethos for the ride:

1. Cycling is a perfectly practical way for the whole family to get from Cambridge to Reach Fair and back.
2. No motor vehicles should be used in the implementation of the ride or any of its ancillary events.
3. All those travelling to or from the event are encouraged to do so either on a bike or by public transport.
4. The ride is open to all and there is no registration or fee.
5. It is not a sponsored ride – although individuals may do their own thing.
6. Participants are encouraged to take responsibility for looking after themselves and others.
7. The ride is organised and promoted by the Campaign, in partnership with other friendly bodies such as Cycle Cambridge.

This ethos fits in rather nicely with this year's National Bike Week strap line: 'Everyday cycling for everybody'.

Cycling with this number of people is never going to be a typical event. We do have to concern ourselves with vehicles overtaking long trains of cyclists. It can be quite uncomfortable when a car driver overtaking the train realises they have to pull across to let an oncoming vehicle pass. It's a little unsettling, but there is plenty of visibility on the roads along here. The marshals are aware of this issue. The other factor is the sheep effect, where one cyclist just blindly follows the next one. That mostly results in one rider going into the back of another, and is just another way of people getting to know each other.

Simon Nuttall

Photomap this month: editor's pick

#21279: St Andrew's Street, a typical scene

Cambridge cyclists demonstrate their ingenuity in coping with the lack of cycle parking in the city centre, while in the foreground a large pothole is one of many hazards they face.

This month's pick from the CycleStreets photomap on our website. For more cycling-related photos of Cambridge, or to add your own, visit ***cambridge.cyclestreets.net/photomap***

Campaign Diary

April

Thu 1	5.30pm	**Newsletter 89 review meeting** at Grads Café on the top floor of the University Centre.
Tue 6	8.00pm	**Monthly General Meeting: Question Time with Cambridge Parliamentary candidates** (see page 8) Friends' Meeting House, Jesus Lane (with tea and coffee from 7.30pm).
Sat 17 / Sun 18		**Cambridge Traffic Management Area Joint Committee (AJC) response drafting.** A meeting to draft our communications to Councillors of the AJC will be held over this weekend. Please contact us for further details.
Mon 19	from 7pm	**Social gathering.** Join us for a drink or a meal at CB2 café, 5-7 Norfolk Street.

May

Sun 2		**Newsletter 90 deadline.** Please send copy to Monica Frisch: mfrisch@phonecoop.coop. Members are warmly invited to write articles (style guidelines available) and should contact the Editor in the first instance.
Mon 3	from 9am	**Camcycle 20/50 – Ride to Reach Fair.** Ride with us to Reach Fair and back, or all the way to Ely and back. Photos from previous years' rides are online.
Tue 4	8.00pm	**Monthly General Meeting with short EGM (see below).** Friends' Meeting House, Jesus Lane.
Thu 27	7.30pm	**Newsletter envelope stuffing.** Baby Milk Action offices, 34 Trumpington Street. Help very much welcomed.

June

Tue 1	8.00pm	**Monthly General Meeting.** Friends' Meeting House, Jesus Lane. For details, see 6 April.
Thu 3	5.30pm	**Newsletter 90 review meeting.** For details, see 1 April.

EVERY FRIDAY — **LUNCHTIME RIDES, 12.30 pm (weather permitting)**
Lunchtime rides of varying speed and length, usually involving a stop at a pub on the way, leaving from the Stourbridge Common side of Green Dragon Bridge. Open to all who like to ride and talk about bicycles. Join the ride at your own risk.

Monthly Meeting: Constitutional change

The May Monthly Meeting will begin wtih a short EGM to approve a small change to the new constitution that was agreed for our Charitable Status application. The Charity Commission requires one change in order that our application can be approved. The proposed new wording will appear when finalised at http://www.camcycle.org.uk/about/constitution/ or contact us to request a copy.

City and County Council committees

Campaign members may be interested to attend **Planning Committee and Area Committee** meetings, which often include cycling and walking issues.

Joint Development Control Committee meetings, which are determining the Planning Applications relating to the major housing development proposals for the Cambridge sub-region, are also open to the public.

Cambridge Cycling Campaign studies and comments upon agendas and papers for **Cambridge Traffic Management Area Joint Committee** meetings, and these meetings are also open to the public.

Details of venue and agenda are available about a week beforehand at www.cambridge.gov.uk/public/councillors/comtabl10.htm

APRIL 2010

Wed 7	9.30 am	**Planning Committee**
Thur 8	7.30 pm	**West/Central Area Committee**
Thur 15	7.00 pm	**East Area Committee**
Mon 26	2.00 pm	**Cambridge Traffic Management Area Joint Committee**
Thur 29	6.30 pm	**North Area Committee**

MAY 2010

Wed 5	9.30 am	**Planning Committee**
Thur 13	7.00 pm	**South Area Committee**
Wed 19	10.00 am	**Joint Development Control Committee**

YOUR STREETS THIS MONTH

Devonshire Road

Following email correspondence with Haymills, the contractors working on the building next to the Youth Hostel in Devonshire Road, red warning lights have appeared on the hoardings. It seems surprising that responsible contractors should think that they could put up hoardings and barriers, which block almost half the carriageway, without any warning lights. The photo in the last Newsletter showed the problem; this one shows the response to the emails.

Potholes

Cambridge carriageways, as elsewhere in the country, have succumbed over the last few months to frost-shattering, the effect of water seeping into cracks, whether in a road surface, rocks or bricks, and then freezing, expanding and breaking up the surface. A natural process, one that creates gravel, sand and soil from rock, but highly undesirable on roads. The broken-up surface is then damaged further by vehicles throwing out bits of tarmac and gravel resulting in large hazardous holes. These are in the process of being repaired but for the moment present real hazards to cyclists. Please take care!

Junction at Royal Cambridge Hotel

An accident involving a cyclist recently has highlighted the hazards presented at the complex junction at Lensfield Road, Trumpington Street, Trumpington Road and Fen Causeway. At present there are two mini roundabouts – would traffic lights help or are there better more cycle-friendly solutions? As one of our members said on the email list, 'a road layout that is so dreadful it scares off many users is as unfit for purpose as one which regards collisions as acceptable'.

Parker's Piece

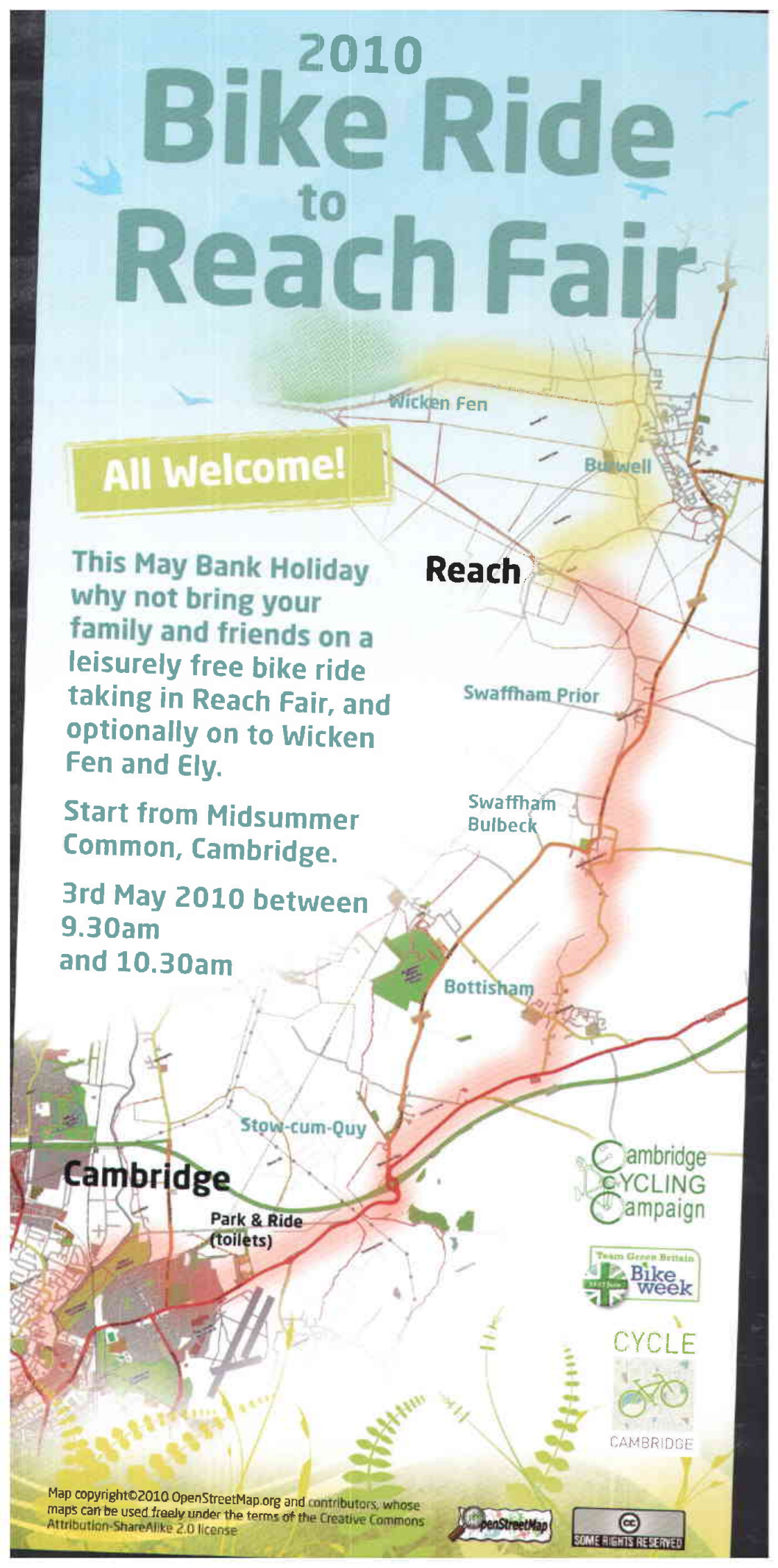
The diagonal paths across Parker's Piece are important routes for cyclists and the Campaign is well aware of the potential for disruption, especially on the north-south path from the junction at Clarendon St, Parker St and Parkside towards the Catholic Church. Early this year the exit onto Gonville Place was narrowed, when the bollards were replaced by a gate. What made this worse was that when the gate was first installed it was invisible at night, as it was painted black though, following comments from Campaign members, reflective strips have been added, which mean that it shows up well in bright lights (or the flash from a camera).

Cyclist passing the new gate on Parker's Piece at a pretty awkward angle, having given way to another cyclist.

We understand that the bollards were no longer strong enough to keep vehicles off Parker's Piece and that a gate was chosen as it is easier to open when access is required by emergency vehicles. However, the effect is to reduce the width of the entry/exit from Parker's Piece substantially, resulting in congestion and conflict between cyclists and pedestrians at busy times. The Campaign is in contact with officials at the City Council to try to improve the situation and to forestall gates being installed elsewhere where they may block cycle routes.

Potholes are in the process of being repaired, but in the meantime present a real hazard to cyclists.

2010 Bike Ride to Reach Fair



All Welcome!

This May Bank Holiday why not bring your family and friends on a leisurely free bike ride taking in Reach Fair, and optionally on to Wicken Fen and Ely.

Start from Midsummer Common, Cambridge.

3rd May 2010 between 9.30am and 10.30am

Cambridge CYCLING Campaign

Team Green Britain Bike week

CYCLE CAMBRIDGE

Map copyright©2010 OpenStreetMap.org and contributors, whose maps can be used freely under the terms of the Creative Commons Attribution-ShareAlike 2.0 license

OpenStreetMap

SOME RIGHTS RESERVED

The Camcycle 20/50

On Bank Holiday Monday 3rd May join our big bike rides from Cambridge into the fenland countryside. There's a short ride to the village of Reach, stopping for the village fair, or a longer ride through Wicken Fen to Ely. Both rides start together in Cambridge and will go at a leisurely pace following National Cycle Network Routes 51 and 11.

Reach

The ride takes place on the day of the historic country fair in the village of Reach at the end of Devil's Dyke. We'll arrive in time to witness the opening of the fair by the Mayor of Cambridge at noon. This tradition goes back over 800 years, and is accompanied by the throwing of pennies for the poor villagers. There are stalls, fairground rides, a maypole, morris dancing and food and drink tents. It's perfect for a family day out. The ride back to Cambridge will leave in the mid afternoon - the ride leader will arrange a time with the group to meet before starting back.

Ely

For those wanting a longer ride, the stop at Reach will be just enough for lunch. We shall then carry on through Wicken Fen, expecting to arrive in Ely in the mid afternoon. At Ely there will be time to enjoy the sights and more refreshment, before getting back on our bikes and returning to Cambridge. Bring bike lights. Alternatively return by train, subject to limited availability of space for bikes.

The Ride

Come prepared for stunning views of open country, wild horses near Wicken Fen and changeable weather. Bring water, snacks, a bike lock and money to buy food. The pace will be leisurely: the riding time to Ely is expected to be four hours each way. These rides are organised by Cambridge Cycling Campaign and are supported by Cycle Cambridge and Bike Week. They are open to everyone, and this includes accompanied child cyclists who are strong enough to ride for around 20 miles (the return distance to Reach). The return distance to Ely is 50 miles. Both rides will be accompanied by marshals who are able to help with simple bike problems. You are of course free to ride independently. This is a ride just for fun, there is no charge and there is no sponsorship. Both rides start and finish in Cambridge.

Details — Monday 3rd May 2010

from 9am	Gather outside the Fort St. George pub on Midsummer Common
from 9.30am	Groups led by a marshal depart towards Stourbridge Common
10.30am	Last group departs
10:45am	Final pickup at Newmarket Road Park+Ride
around Noon	Arrive in Reach

A marshal will tell you the time and place to meet for the rides back to Cambridge or on to Ely.

Returning from Reach

Groups return from 2pm, listen for announcements.

On to Ely and Back

Leaving Reach at around 1pm, there will be a short stop at Wicken Fen, arriving in Ely at around 3:30pm. We expect to be back in Cambridge before 9pm.

More information

For the latest on the ride visit www.camcycle.org.uk
email contact@camcycle.org.uk or leave a message on 01223 690718.